

State Route 30

ENVIRONMENTAL IMPACT STATEMENT

S.R. 23 to 1000 West

JANUARY 2017

STUDY UPDATE

Logan City, Cache Co., CMPO



Purpose of the presentation

- To provide an update on the status of the Study
- To present the Study Purpose and Need
- To present the results of Level 1 screening and gather input
- To present bicycle use alternatives for further evaluation in the EIS and gather input
- To highlight the Level 2 screening process, key criteria and requirements

Expected General Schedule

- EIS Notice of Intent – August 2016
- Public Meeting #1 – Scoping – September 28, 2016
- Purpose and Need – September – October 2016
- Stakeholder Working Group Meeting #1 – October 19, 2016
- **Study Alternatives – October – February 2017**
 - Stakeholder Working Group meeting #2 – January 10, 2017 – Level 1 screening
 - Local government presentation #1 – January 2017 – PN and Level 1 screening
 - Stakeholder Working Group meeting #3 – February 2017 – Level 2 screening (tent)
- **EIS Technical Evaluation and Consultation**
- **Draft EIS – Fall 2017**
 - Stakeholder Working Group meeting #4 – Draft Plan Recommendations
 - Local government presentation #2 – Draft Plan Recommendations
 - Public meeting #2 / Public hearing
- **Final EIS / ROD – May 2018**

Study Status

ACTIVITIES COMPLETED

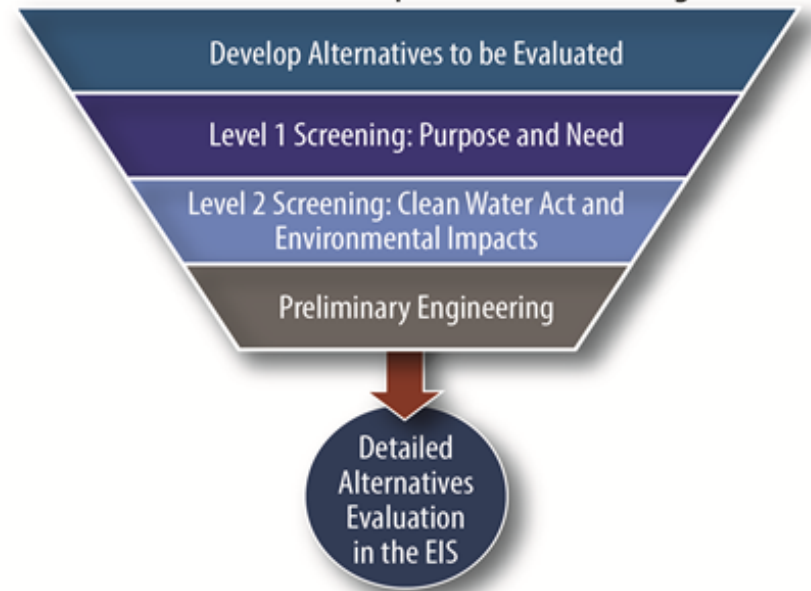
- Stakeholder interviews
- Agency meetings
- Public scoping meeting
- USACE/EPA and public comments to purpose and need and methodology
- Scoping Summary Report
- Wildlife and wetland delineation reports
- Cultural assessment reports
- SWG meeting #1 – Purpose and Need, Preliminary alternatives
- Traffic modeling for initial alternatives
- Level 1 screening
- Preliminary roadway cross section and alignment investigation
- SWG meeting #2 – Level 1 screening results

Alternatives Screening Method

- **SCREENING CRITERIA**

- **Level I Screening**
 - Purpose and Need
 - LOS goals
 - Safety / design issues
- **Level 2 Screening**
 - Environmental issues
 - Operational considerations
 - Safety conditions

S.R. 30 Alternatives-Development and Screening Process



Alternatives Screened in Level 1

No-action alternative

All action alternatives will include safety improvements; widened shoulders, and left and right turn lanes at intersections

Alt. 1: Transportation systems and demand management (TSM/TDM)

- Maintain two lanes SR 23 to 1000 W, plus center median from 1000 W to 1900 W

Alt. 2: Off-corridor improvements on 3000 N and 600 S

- Add capacity to either 3000 N or 600 S

Alt. 3: Three-lane highway with safety improvements

- Add passing lanes for a continuous 3 lane roadway

Alt. 4: Four-lane highway with safety improvements

- Two travel lanes each direction – no center median; SR 23 to 1000 W

Alternatives Screened in Level 1

Alt. 5: Five-lane highway with safety improvements

- Two travel lanes each direction, plus center median; SR 23 to 1000 W

Alt. 6: Combination of two thru five lanes with safety improvements

- Minimum number of lanes to meet purpose and need; Two, three or four lanes, plus center median; SR 23 to 1000 W
- Five lanes including center median; 1900 W to 1000 W

Alt. 7: Reversible lanes with safety improvements

- Three travel lanes from SR 23 to 1000 W; reverse one lane during AM and PM peak

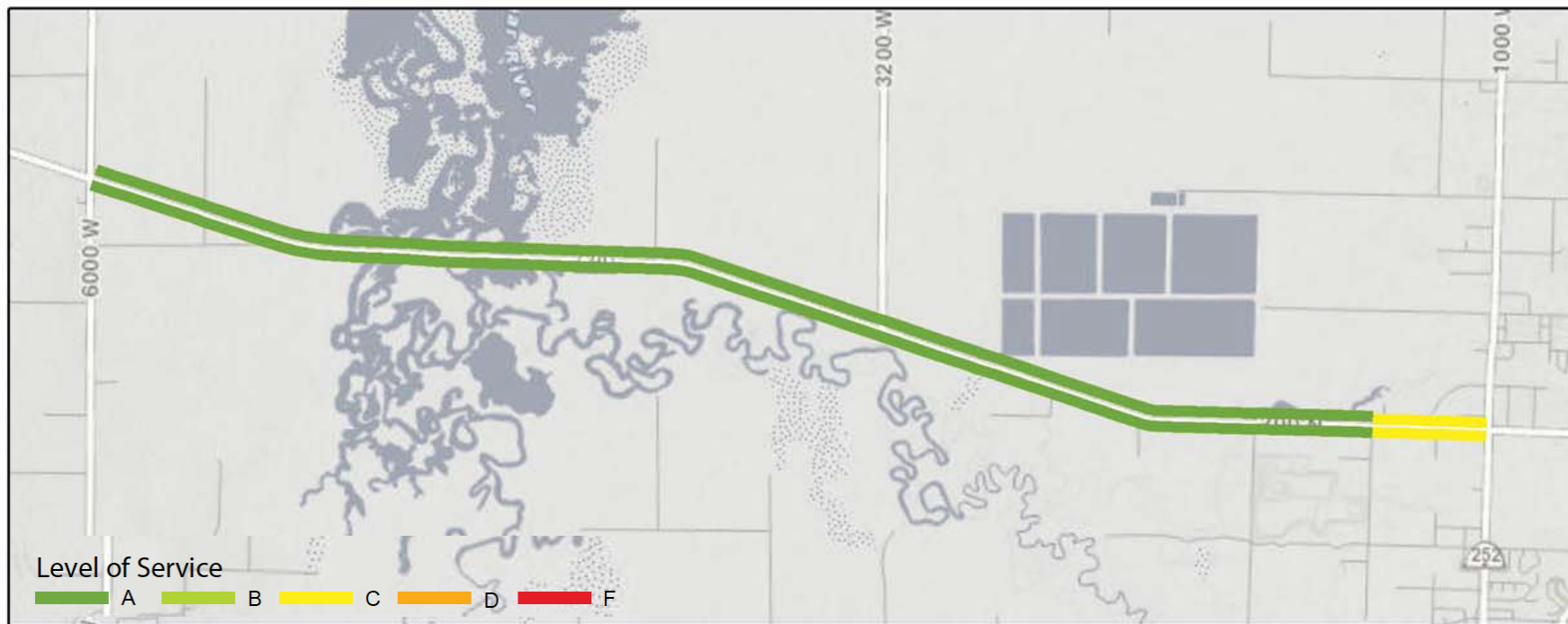
Alt. 8: Couplet / Bridge with safety improvements

- Maintain current two lane roadway; SR 23 to 3200 W
- Add new two lane highway on bridge to reduce wetland impacts; 3200 W across marsh
- Two travel lanes with center median plus westbound passing lane; 3200 W to 1900 W
- Five lanes from 1900 W to 1000 W

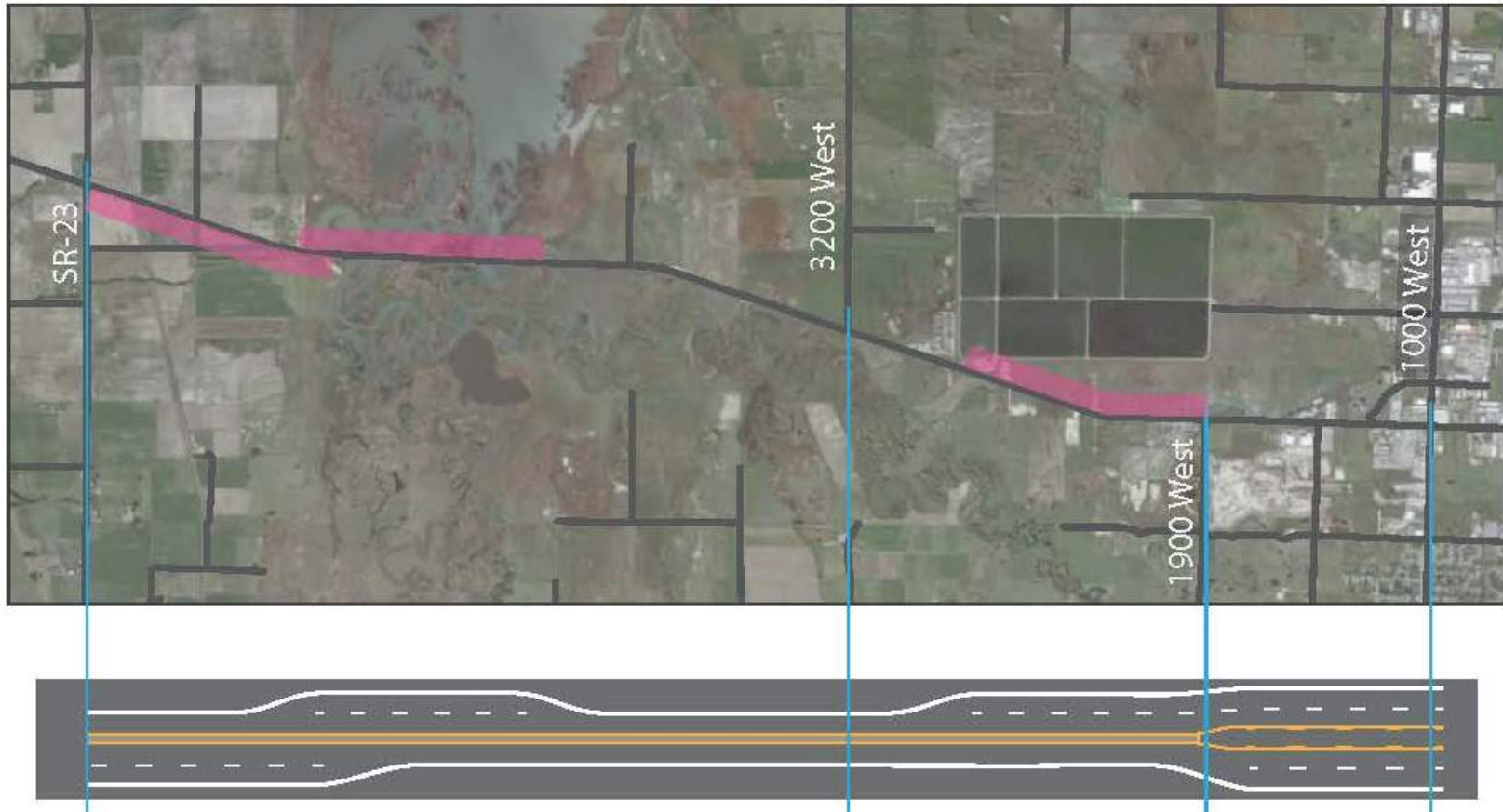
Level 1 Screening Results

Alternative	Level 1 Screening Criteria		Recommended for Further Analysis in Level 2 Screening
	Provides LOS C on S.R. 30 and at Intersections	Meets UDOT Safety and Access Standards	
No-Action Alternative	No	No	No
Alternative 1 – TSM/TDM	No	Yes	No
Alternative 2 – Off-Corridor Improvements	No	Yes	No
Alternative 3 – Three-lane highway with safety improvements	No	Yes	No
Alternative 4 – Four-lane highway with safety improvements^a	No	No	No
Alternative 5 – Five-lane highway with safety improvements	Yes	Yes	Yes
Alternative 6A – Combination of two through five lanes with safety improvements	Yes	Yes	Yes
Alternative 6B – Combination of two through five lanes with safety improvements	Yes	Yes	Yes
Alternative 6C – Combination of two through five lanes with safety improvements	Yes	Yes	Yes
Alternative 6D – Combination of two through five lanes with safety improvements	No	Yes	No
Alternative 7 – Reversible lanes with safety improvements	No	No	No
Alternative 8 – Bridge with safety improvements	Yes	Yes	Yes

Alternative 5 – Five Lanes



Alternative 6A



Alternative 6B



Alternative 6C

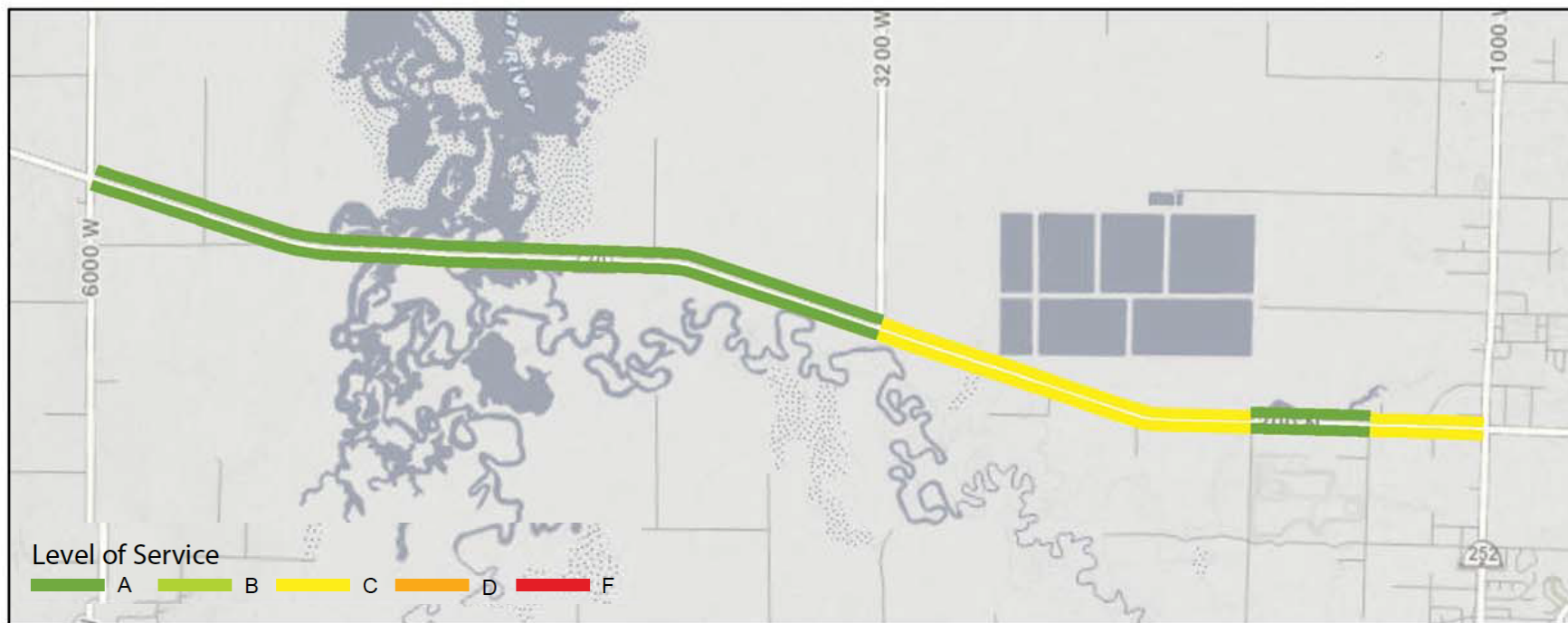


Alternative 6E

COMBINATION OF 6C AND 6D

- Use passing lanes from 6C but add westbound passing lane from 6D after Cutler Marina

Alternative 8 - Couplet



Alternatives Advanced for Level 2 Screening

- **Alternative 5 – Five Lane**
- **Alternative 6A – Mixed Lanes**
- **Alternative 6B – Mixed Lanes**
- **Alternative 6C – Mixed Lanes**
- **Alternative 6E – Mixed Lanes**
- **Alternative 8 – Couplet** (*bridge with safety improvements*)
- *Discuss and gather input...*

Preliminary Roadway Cross Sections

For alternatives advanced to Screening Level 2

- **Five lane**
 - 113 ft. to 138 ft.
 - 1900 W to 1000 W – 113 ft.
 - 1900 W to SR 23 – 122 ft. to 138 ft.
- **Three lane / Mixed intermittent passing lane**
 - SR 23 to 1900 W – 98 ft. to 126 ft.
- **Bridge / Couplet**
 - 3200 W to 1900 W – width TBD

Preliminary Intersection Cross Sections

For alternatives advanced to Screening Level 2

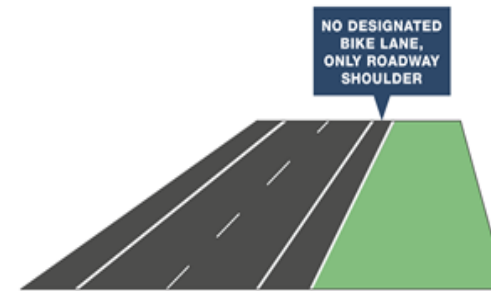
- **SR 30 / 1000 W**
 - Single E/W left turn lane
- **SR 30 / SR 23**
 - Divided highway
 - Michigan left – at grade
 - Michigan left – with SR 23 bridge over SR 30
 - Left turn acceleration lanes

Roadway Alignment Alternatives

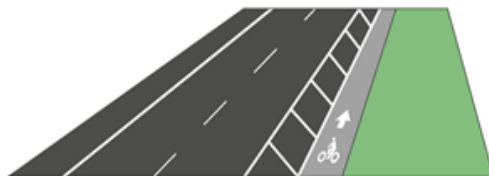
- Final alignment may be shifted north or south as needed to minimize impacts to:
 - Wetlands
 - Adjacent properties and businesses
 - Agricultural operations
 - Canal system
 - Accesses
 - Other issues
- *Discuss and gather input...*

Bicycle Use Alternatives

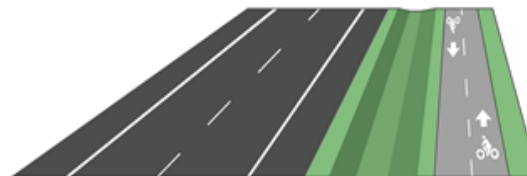
Initial Overall Alternatives



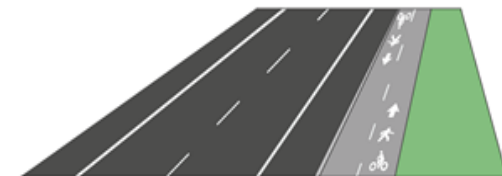
ROADWAY SHOULDER



BUFFER WITH BIKE LANE



TWO-WAY
PROTECTED BIKE PATH



TWO-WAY
MULTI-USE PATH

Bicycle Use Alternatives

SWG input

Option 1 - Shoulder path throughout

Option 2 – 2-way separated 10 ft. wide path at just inside or outside edge of the clear zone

- One side of highway only*
- Urban section is shoulder only, plus 5 ft. sidewalk*

Next up, *Level 2 Screening – Impacts*

Criterion	Measure
Compatibility with local plans	<ul style="list-style-type: none"> Alternative's consistency with local and regional land-use and transportation plans
Provides trail connections	<ul style="list-style-type: none"> Number of trails that would be connected
Cost, technology, and logistics	<ul style="list-style-type: none"> Estimated project cost (general) Constructibility given available technology Logistical considerations
Impacts to natural resources	<ul style="list-style-type: none"> Acres and types of wetlands and other waters of the United States affected Acres and types of sensitive habitat affected Acres of irrigated prime or unique farmland affected Acres of floodplain affected
Impacts to the built environment	<ul style="list-style-type: none"> Number and area of parks and trails affected Number of community facilities affected Number of potential property acquisitions including residential, business, and utility acquisitions Number of Section 4(f)/Section 6(f) uses Potential for impacts to low-income or minority populations (environmental justice populations) Number of cultural resources affected (for example, historic and archaeological resources)

Final Discussion / Next Steps

- **Remaining Comments / Related Issues**
- **SR 30 / 1000 W Intersection Discussion**
- **SWG Meeting #3 – February 2017 – tentative**
- **Local Government Presentation #2 – fall 2017**
- **Additional Input**
 - Phone: (435) 554-1136
 - Email: SR30study@utah.gov
- **Additional Information**
 - Website: udot.utah.gov/SR30study
 - See current Newsletter